



City of Seattle

Mike McGinn, Mayor

Seattle Freight Advisory Board

Anne Goodchild, Chair

Alon Bassok, Vice Chair

Warren Aakervik

Linda Anderson

Bari Bookout

Eric Candelaria

Terry Finn

Chris Martin

Mike Sheehan

Bob Viggers

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

Seattle Freight Advisory Board Meeting Minutes

Date/Time: January 17, 2012 / 9:30 a.m.

Location: Seattle City Hall, L280

Members Present: Warren Aakervik, Linda Anderson, Bari Bookout, Terry Finn, Anne Goodchild, Mike Sheehan, Cameron Williams

Guests Present: Neal Komedal (Seattle Bicycle Advisory Board), Thomas Noyes (WSDOT), Jodie Vice (CleanScapes), Christine Wolf (Port of Seattle), Victor Stover (Seattle Pedestrian Advisory Board)

City Staff Present: Steve Pearce, Mike Johnson, Ayelet Ezran, Tracy Krawczyk, Cristina VanValkenburgh, Kevin O'Neill, Kristen Simpson, Ruth Harper (all SDOT), Kristian Kofoed (DPD)

1. Welcome and Introductions

Board members, city staff, and other attendees introduced themselves.

2. Public Comment

There was no public comment.

3. Approval of Minutes

The October 2011 minutes were approved.

4. Chair's Report and Announcements

Anne Goodchild announced that Cliff Bates has resigned his position on the Freight Board. Bari Bookout suggested Rob Smith from James Farrell & Co. as a possible replacement. Other suggestions should be sent to SDOT or to Council Member Rasmussen's office.

The board members discussed preparing a formal letter expressing their disapproval of the decision not to fund a freight master plan this year. Warren Aakervik wondered if we could start with the 2005 plan and work forward. Bari Bookout suggested making a request mid-year for a budget adjustment to fund some freight planning work. Action was deferred until after SDOT's presentation on freight planning activities later in the meeting.

5. Waterfront Seattle

Steve Pearce of SDOT began the presentation of the draft Waterfront Initial Street Design. Mike Johnson of SDOT also contributed. The goal of the presentation is to

Seattle Municipal Tower, 700 5th Avenue, Suite 3800, PO Box 34996, Seattle, WA 98124-4996

Tel: (206) 684-4103 Tel: (206) 684-5000 Fax: (206) 684-5180

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familiarize the board members with plans for initial street design for the waterfront, understanding that it is still in the initial planning phases. The project is advised by a Central Waterfront Committee, which is like a board of directors for the project. Charlie Royer is the head of this committee. The goal of the design is to optimize the competing objectives and modes which will utilize this corridor. The roadway (Alaskan Way) will remain a freight route as it is today.

Steve Pearce described the segments of the roadway, including how many lanes would be in each. There will always be at least two travel lanes in each direction. Depending on the width of the roadway, parking and loading may be available during off-peak travel times only. There was much discussion about queuing for the ferry terminal. There will be more signalized crossings than exist today. Modeling shows that travel time along the corridor is expected to be approximately six minutes.

There was a lot of discussion about the new pedestrian bridge planned for Pine Street. The bridge will have to be built at a certain height and the roadway at a certain grade to allow freight trucks and fire trucks to go under the bridge. The board members felt that this grade will be difficult for some freight vehicles to navigate and that freight was not being made a priority; instead the pedestrian bridge was the priority. Steve responded that this was a balancing act, and all modes must be able to use the corridor.

Board members were concerned that the travel times will be much higher than predicted, with all the planned signalized intersections. Steve said that LOS C and D for vehicles should be maintained, and believes that the six minute travel time will be maintained. The signalized crossings help to make pedestrian behavior more predictable.

A suggestion was made to build more pedestrian overpasses, but Steve pointed out that pedestrians want to be at grade. In some locations, because of grade changes, pedestrian overpasses make sense, but where they need to use stairs on both sides of an overpass, pedestrians tend to cross the road at grade instead.

Further comments from the board members included:

- Freight is not being treated as a priority in this design, and this is a major truck street. A: We are keeping two travel lanes in each direction, which is more than some other advocates would like.
- Pedestrian crossing is not needed at Pike Street if there is a big pedestrian bridge at Pine Street. A: We expect four times as many pedestrians as today.
- Require bicycles to not ride in the street - ask bicycles to please use off-street bicycle lanes only. A: Bicycles are legally allowed to ride in the street, so design must accommodate this safely. The current design includes a separated bicycle facility on the west side of the street, which many cyclists will use instead of riding in the street.
- Who in the freight community is part of the stakeholders group? A: Steve followed up after the meeting and listed Warren Aakervik (Ballard Oil and SFAB), John Odland (MacMillan-Piper), and Geri Poor (Port of Seattle) as members who

have specific freight interests and expertise.

- Other modal groups should be educated about freight. The City does not work to educate the public that it is dependent upon freight. A: Steve stated that he and Mike mention freight and its importance at all meetings and presentations.

There is a bicycle workshop on Saturday January 28, 2012 and freight board members are invited.

The presentation given at the meeting can be found on:

<http://www.seattle.gov/sfab/documents.htm>. More information about the Waterfront project is located at: <http://waterfrontseattle.org/>.

6. 2012 Freight Planning Activities

Tracy Krawczyk and Kevin O'Neill led a discussion about the status of 2012 freight planning. Tracy is the director of SDOT's Policy and Planning division and Kevin is the new manager of planning and urban design (replacing Barbara Gray, who is now the director of Street Use and Urban Forestry) and has experience working in Seattle, Bellevue and Kent.

Council is hoping they can identify some funds mid-year for consultant assistance on freight planning. SDOT will also need to identify staff resources at that time. In the mean time, Kevin distributed a memo to the board identifying early freight planning work that can be accomplished now, such as documenting existing conditions, updating the status of the 2005 freight plan, and evaluating data needs.

Anne Goodchild stated that the freight board shouldn't have to do so much advocating—the city should understand that freight planning is fundamental, and that it deserves the same amount of attention given to other modal planning efforts. SDOT should develop the scope of the freight plan and then ask the board for feedback, rather than asking to board to help develop the scope.

Tracy noted that the other master plans have an advisory committee specific to the planning process, then, in the case of the pedestrian and bicycle plans, the board became the stewards of the completed plans. A freight master plan could have an advisory committee, or the board could potentially serve this role. Tracy noted that in SDOT's review of freight plans from other jurisdictions, there aren't very many local freight plans—this type of planning tends to be at the regional and state levels. Warren Aakervik suggested that is because there is not much freight infrastructure left in urban areas.

Cristina VanValkenburgh briefly described a grant that SDOT and the Washington State Transportation Center (TRAC) have been jointly awarded. SDOT applied for and received a Value Pricing Grant to evaluate innovative variable pricing and technology strategies to maximize the efficient use of downtown curb space, and reduce congestion and delay associated with commercial deliveries in downtown Seattle. Those strategies include improved data, information sharing, and variable and graduated pricing to

influence trip time and length of stay. This pilot will be the first in the nation to actually examine the market price point and the value associated with variable pricing for curbside deliveries, and will kick off in the second quarter of 2012. SDOT will be asking the freight board for their input on loading and unloading issues and challenges.

7. Major Truck Streets Map

This item was deferred to a future meeting due to lack of time.

8. Adjournment

The meeting adjourned at 11:35 am.

The next meeting is scheduled for February 21, 2012, 9:30 a.m. to 11:30 a.m., Seattle City Hall Boards and Commissions Room L280.